

# BookletChart<sup>TM</sup>

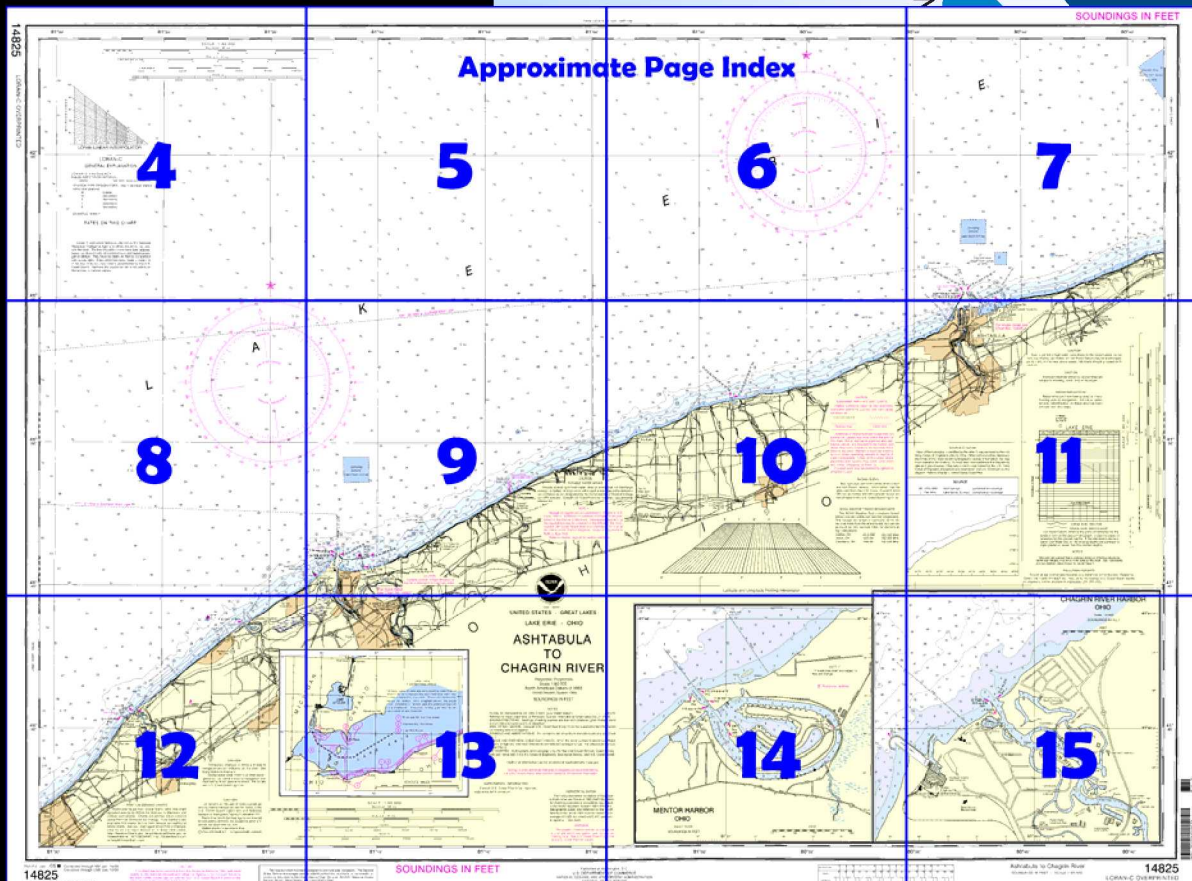
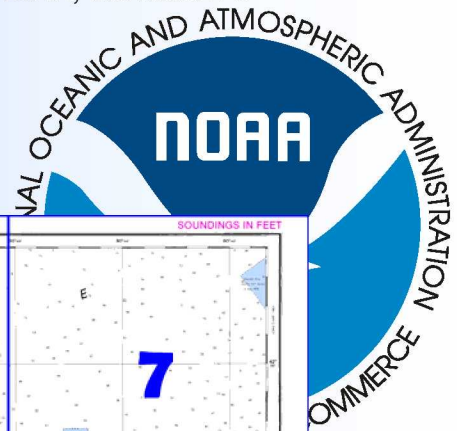
## Ashtabula to Chagrin River

(NOAA Chart 14825)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

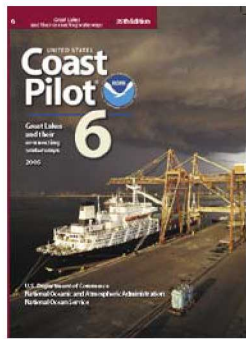
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 6, Chapter 6 excerpts]**

(263) From Conneaut to Ashtabula, 13.5 miles SW, there is deep water about 0.8 mile offshore. The shore is a series of low wooded hills with interspersed communities.

(264) Two wrecks, covered 35 feet, are 1.5 miles offshore about 3.9 miles ENE of the entrance to Ashtabula Harbor.

(265) **Ashtabula Harbor** is 119 miles SW of Buffalo and 59 miles NE of Cleveland. It comprises an outer harbor, the navigable portion of the **Ashtabula River** for 2 miles

above the mouth, and two large slips opening directly into the lake under the protection of the breakwaters.

(268) The lighted stacks 1.5 miles SE and 1.8 miles ESE of the harbor entrance are conspicuous.

(269) **Ashtabula Harbor Light** (41°55.1'N., 80°47.8'W.), 51 feet above the water, is shown from a white cylindrical tower on a white square

house near the outer end of W breakwater.

(274) An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile N of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The ConRail bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the N side of the bridge has a clearance of 131 feet. (See **33 CFR 117.1 through 117.59 and 117.847**, chapter 2, for drawbridge regulations.)

(285) Tugs to 1,400 hp are available at Ashtabula. Arrangements for tugs are made through the Great Lakes Towing Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. At least 6 hours advance notice is requested.

(290) A **speed limit** of 6 mph is enforced in the harbor except in the outer harbor where the speed limit is 10 mph.

(301) Three companies in Ashtabula make above-the-waterline repairs and install equipment and machinery for vessels at berth in the harbor.

(302) Several marinas on the Ashtabula River provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. Mobile lifts to 40 tons are available for hull, engine, and electronic repairs. In 1977, depths of 8 to 16 feet were reported alongside the berths.

(305) **Fairport Harbor** is about 29 miles NE of Cleveland Harbor. It comprises an outer harbor, and an inner harbor formed by the lower 1 mile of the **Grand River**.

(308) **Fairport Harbor West Breakwater Light** (41°46.1'N., 81°16.9'W.), 56 feet above the water, is shown from a white square tower on the corner of a square building about 500 feet from the outer end of the W breakwater. A fog signal is at the light.

(331) Several marinas on the Grand River provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. Mobile lifts to 18 tons are available for hull, engine, and electronic repairs.

(333) From Fairport Harbor, the shoreline trends SW for about 29 miles to the main entrance to Cleveland Harbor. There is deep water about 1 mile offshore at Fairport Harbor, decreasing to 0.5 mile or less offshore at Cleveland. Several small-craft harbors and marinas are along this stretch of low wooded hills.

(334) **Mentor Harbor**, about 4.5 miles SW of Fairport Harbor, comprises a group of privately developed small-craft channels and basins. The entrance to the harbor, protected by parallel breakwaters, is marked by private lights on the outer and inner ends of the breakwaters; a private **142°** range marks the approach. Local yachting interests usually maintain the entrance channel, close to the E breakwater. After strong NW to NE winds, sandbars are reported to form in the entrance channel. In May 1985, depths of 10 feet were reported in the entrance channel with, in 1979, 4 feet alongside the berths in the harbor. Transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, and marine supplies are available. Mobile lifts to 25 tons are available for hull, engine, and electronic repairs.

(335) A wreck, covered 20 feet, is 1.5 miles WNW of the entrance to Mentor Harbor.

(336) **Chagrin River** is about 10 miles SW of Fairport Harbor. The entrance is marked by a private light on the E side and by private lights on the pier on the W side of the mouth. In 1979, the controlling depth in the river was 1 foot, except for shoaling to bare on the E side about 200 feet inside the entrance. Several marinas in the river provide transient berths, water, electricity, sewage pump-out, marine supplies, and launching ramps. Mobile lifts to 30 tons are available for hull, engine, and electronic repairs. In 1999, depths of about 8 feet were reported in the lagoon on the W side of the river just inside the entrance.

(337) The intake channel of a powerplant is just W of the mouth of Chagrin River. A private light marks the outermost part of the breakwaters that protect the channel.

# Table of Selected Chart Notes

## Pump-out facilities

### NOTE E

The entrance channel is subject to frequent change.

Corrected through NM Jan. 14/06  
Corrected through LNM Jan. 10/06

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



### CAUTION

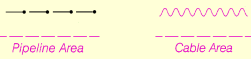
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.329' northward and 0.411' eastward to agree with this chart.

### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Grafton, OH	WNG-698	162.500 MHz
Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.



### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

### NOTE D

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.



### CAUTION

#### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Loran C correction tables published by the National Geospatial-Intelligence Agency are not indicated based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

### RATES ON THIS CHART

EXAMPLE: 9960-Y

LO-RAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL.....99,600 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators):  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

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### LO-RAN-C GENERAL EXPLANATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

14825

LORAN-C OVERPRINTED

81°30'

81°25'

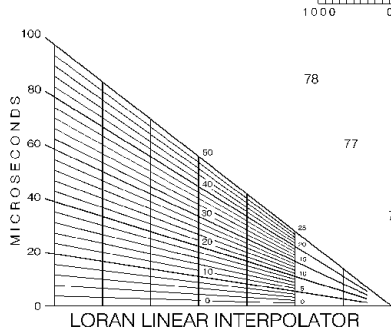
81°20'

SCALE 1:80,000  
Nautical Miles

Statute Miles

Yards

Meters



### LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
9960.....99,600 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station  
letter designators).  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 9960-Y

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 8

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

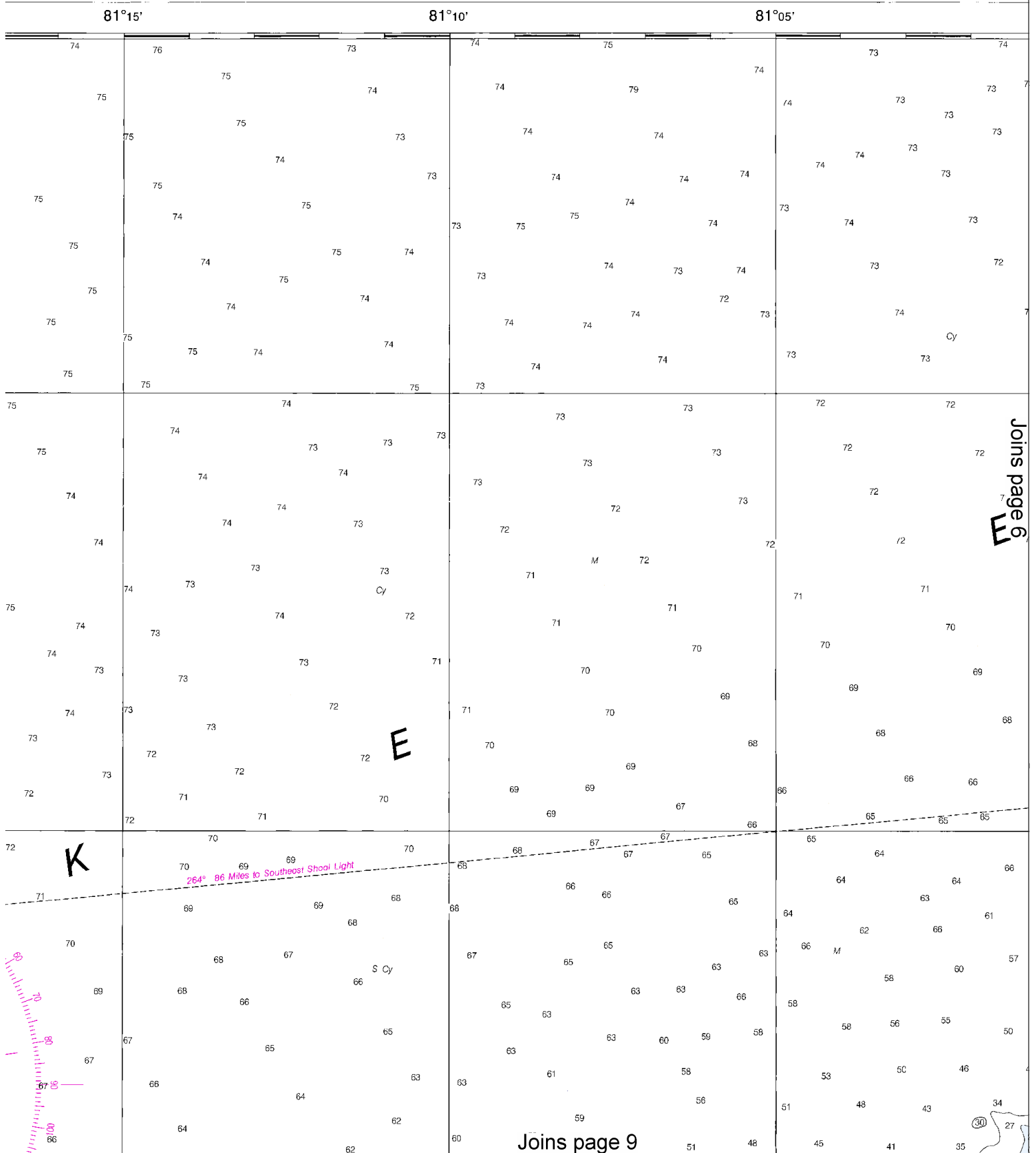
See Note on page 5.

Yards

1000 0 2000 4000 6000 8000 10000

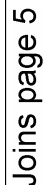
4





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106667. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





# 6



Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.



80°50' 80°45' 80°40'

42°00' 41°55'

JOINS CHART 14824

Disposal Area  
Depth from survey  
of Aug 1976

Dumping Ground  
Least Depth 35 ft rep

Obstr rep

ASHTABULA HBR LT  
FLY 6s 51ft 9 SL M

ASHTABULA RIVER LT  
FLY 6s 51ft 9 SL M

For more detail see  
Chart No. 14836

ASHTABULA

CAUTION  
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

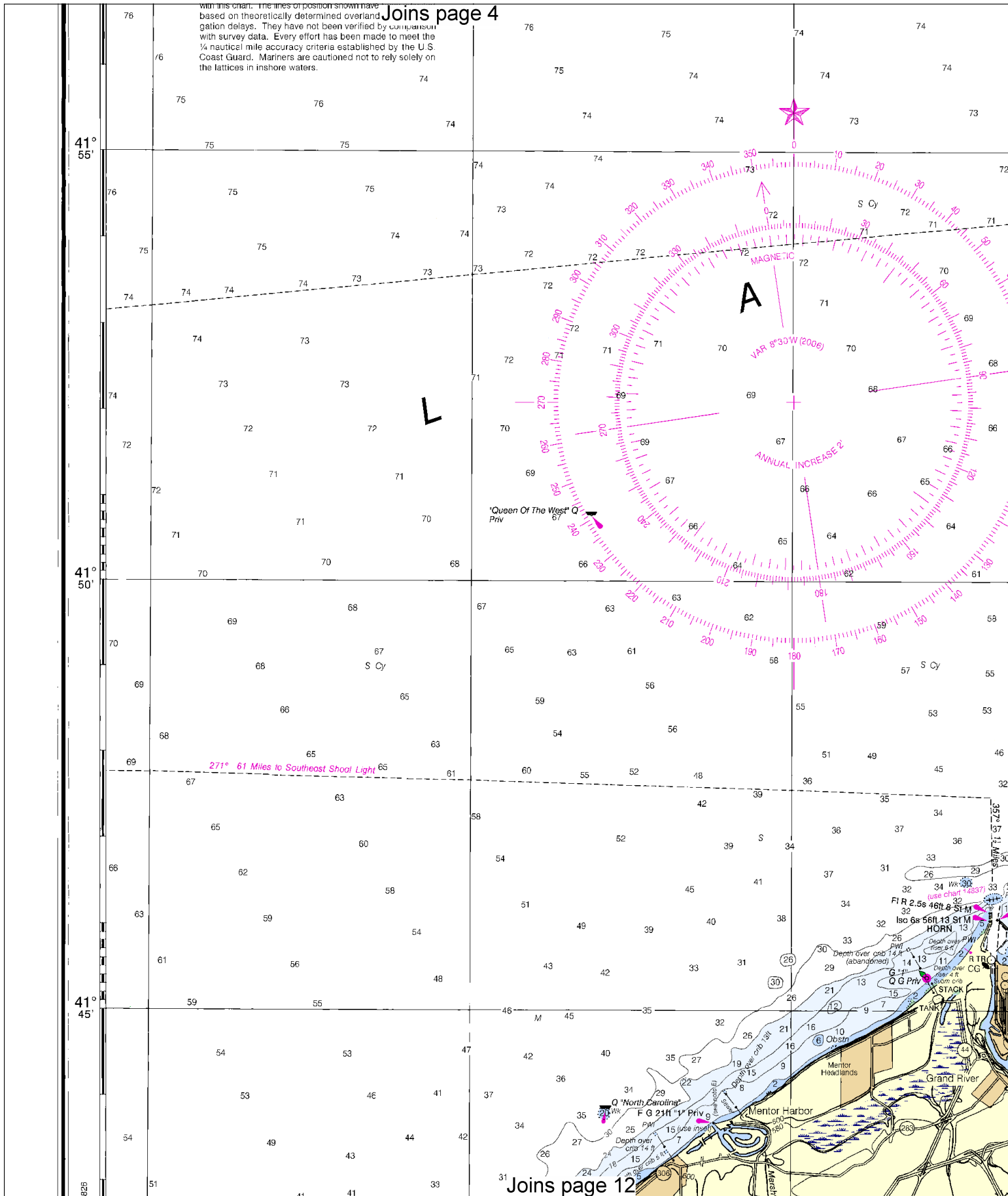
RADAR REFLECTORS  
Radar reflectors have been placed on many individual radar buoys.

JOINS page 11

7

with this chart. The lines of position shown have been based on theoretically determined overlaid with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 4



Joins page 12

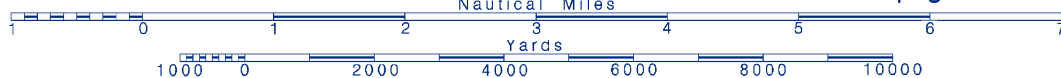
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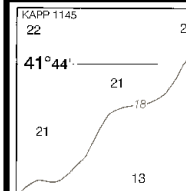
Printed at reduced scale.

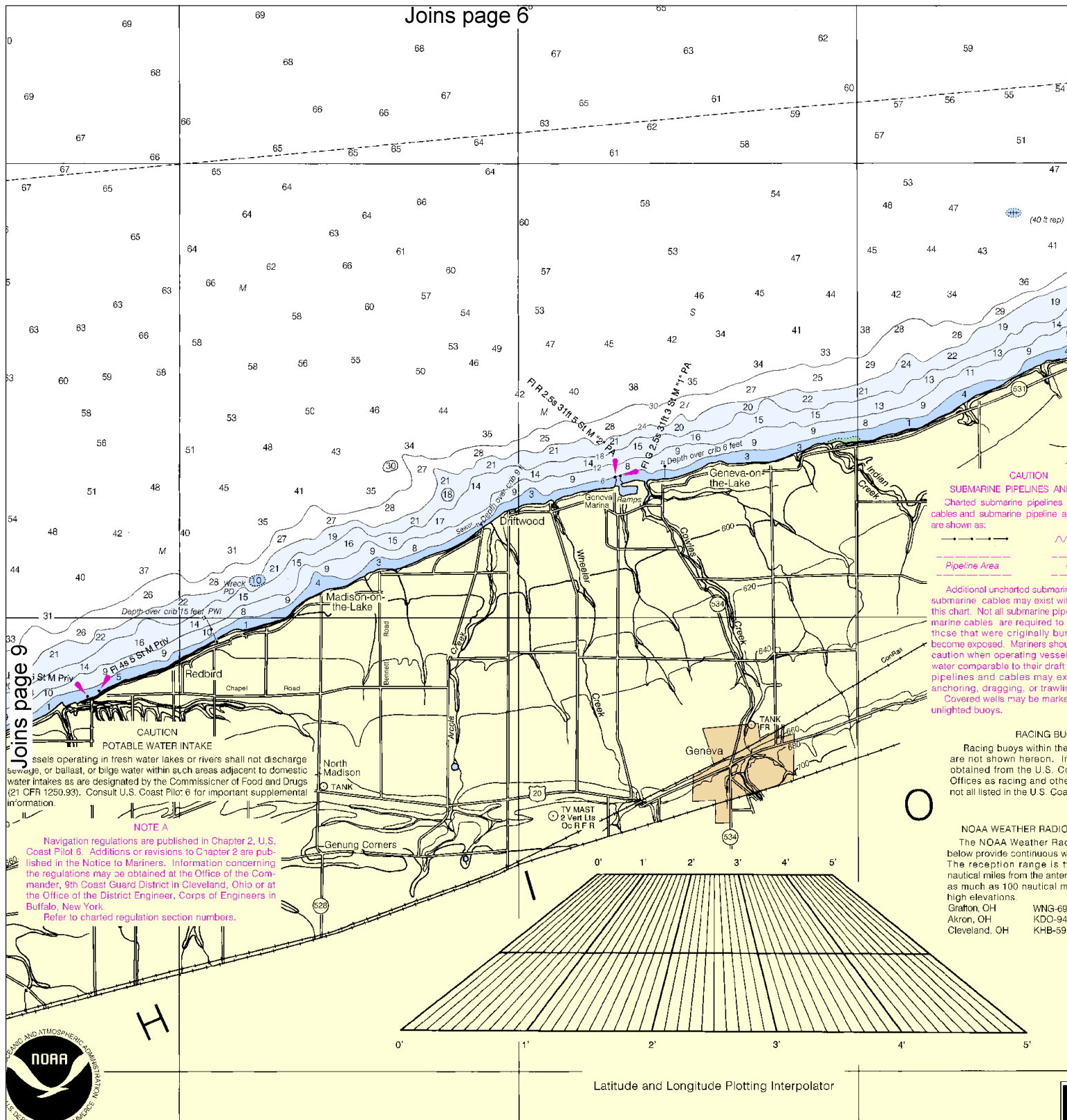
SCALE 1:80,000

See Note on page 5.

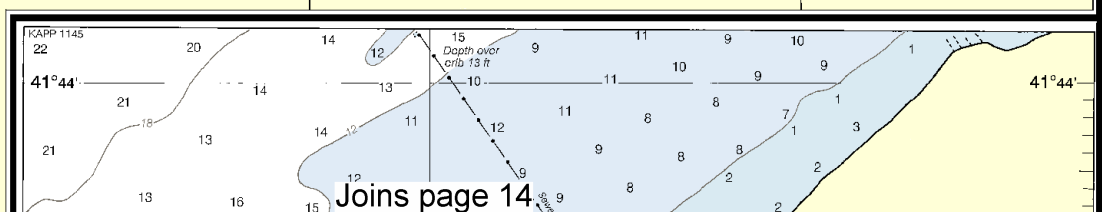




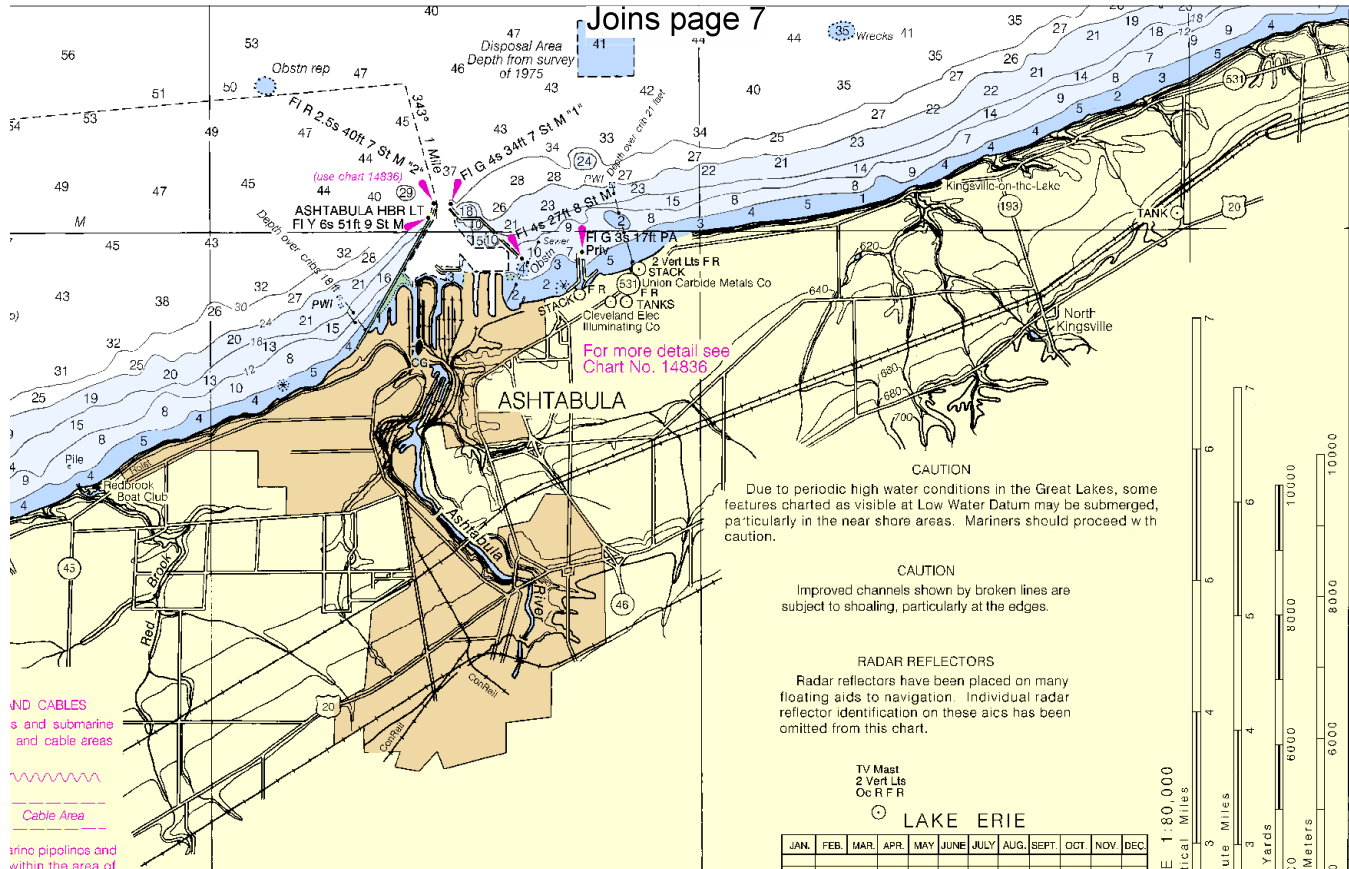




ATES - GREAT LAKES  
E ERIE - OHIO  
ITABULA



Joins page 7



ND CABLES  
s and submarine  
and cable areas

Cable Area

trino pipelines and  
within the area of  
pipelines and sub-  
to be buried, and  
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could use extreme  
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ft in areas where  
exist, and when  
/ling,  
ked by lighted or

#### BUOYS

he limits of this chart  
information may be  
Coast Guard District  
her private buoys are  
oast Guard Light List.

#### IO BROADCASTS

adio stations listed  
weather broadcasts.  
typically 20 to 40  
enna site, but can be  
miles for stations at

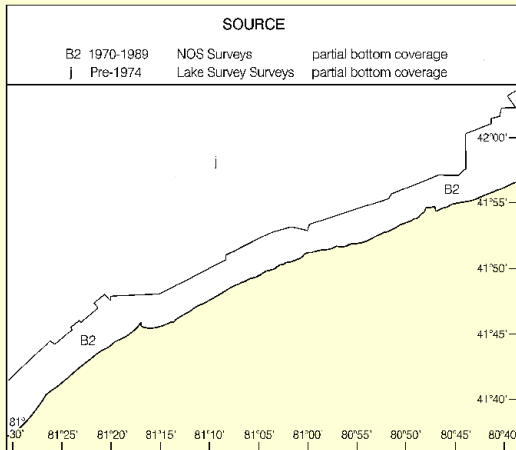
698 162.500 MHz  
94 162.400 MHz  
59 162.550 MHz

#### SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

B2 1970-1989 NOS Surveys partial bottom coverage  
J Pre-1974 Lake Survey Surveys partial bottom coverage



CAUTION  
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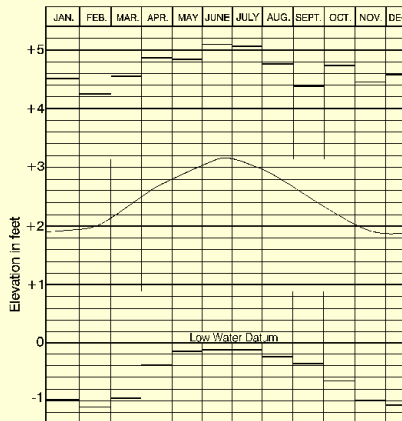
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#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

TV Mast  
2 Vert Ls  
Oc R FR

#### LAKE ERIE



Average levels (1993-2004)  
Extreme Levels (period of record)  
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

#### NOTE D

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

#### POLLUTION REPORTS

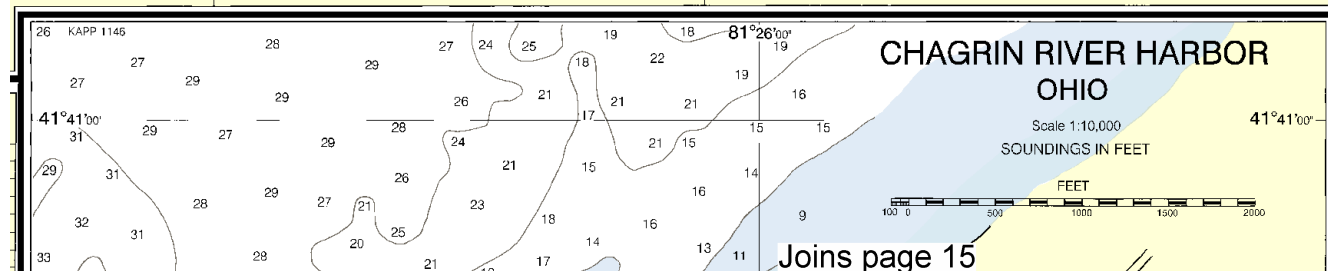
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SCALE 1:80,000  
Nautical Miles  
Statute Miles  
Yards  
Meters

41° 55'

41° 50'

41° 45'

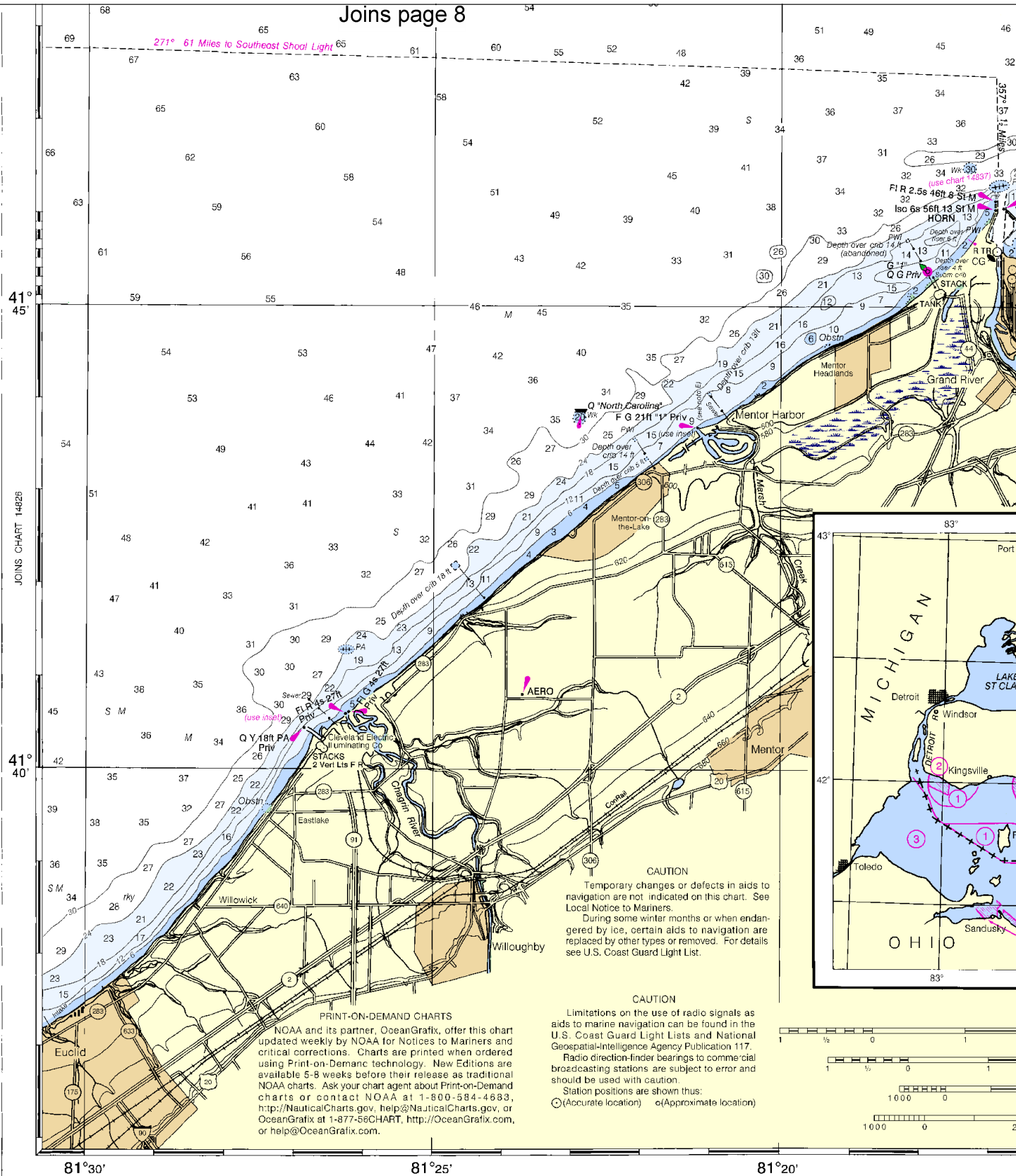


## CHAGRIN RIVER HARBOR OHIO

Scale 1:10,000  
SOUNDINGS IN FEET

FEET

Joins page 15

25th Ed., Jan. / 06 ■ Corrected through NM Jan. 14/06  
1 1005 Corrected through LNM Jan. 10/06

14825

LORAN-C OVERPRINTED

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and NOAA encourage users to submit corrections, additions, and deletions to improve this chart to the Chief, Marine Chart Division (NCE), U.S. Coast Guard, 224 Channel View Drive, Silver Spring, Maryland 20910-3282.

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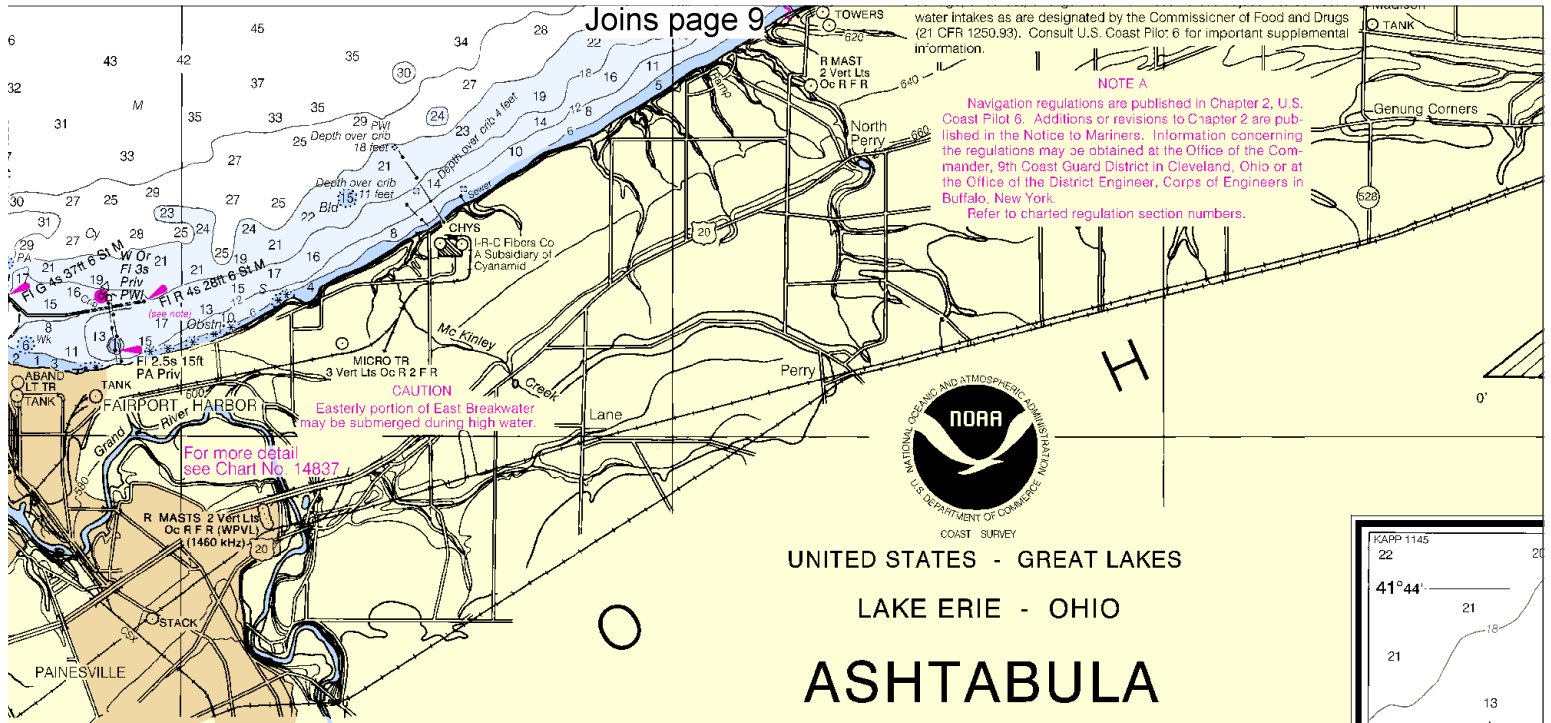
Printed at reduced scale.

~~SCALE 1:80,000~~  
~~Nautical Miles~~

See Note on page 5.







# ASHTABULA TO CHAGRIN RIVER

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.  
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## SUPPLEMENTAL INFORMATION

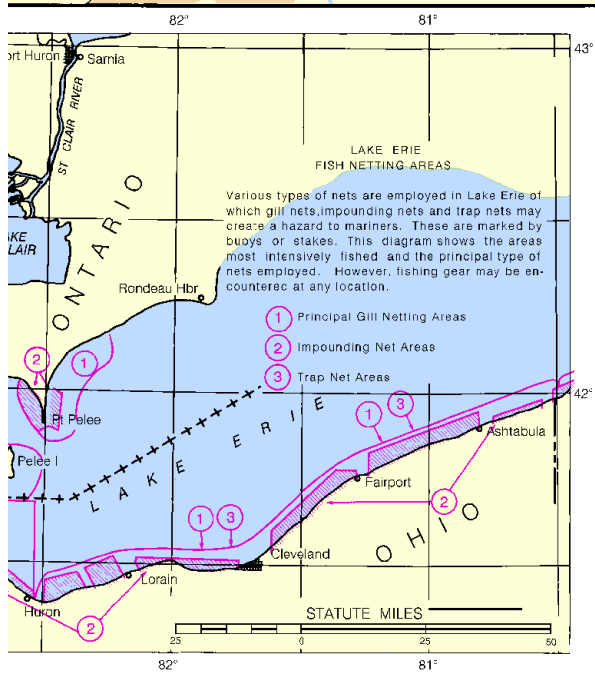
Consult U.S. Coast Pilot 6 for important supplemental information.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.329" northward and 0.411" eastward to agree with this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



SCALE 1:80,000

Nautical Miles

Statute Miles

Yards

Meters

81°15'

81°10'

81°05'

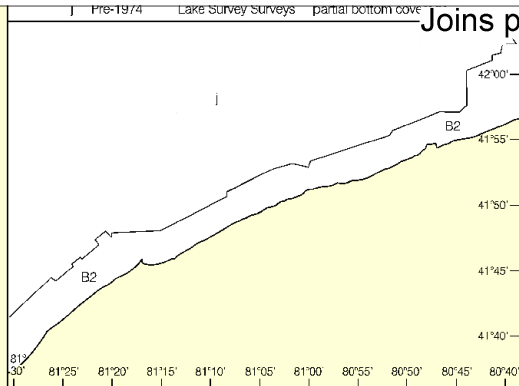
SOUNDINGS IN FEET

navigation. The National Hydrographic Office, or comments for (N/CS2), National Oceanic and Atmospheric Administration

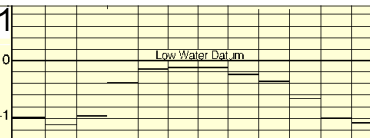
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

The image shows two horizontal number lines. The top number line is labeled "Nautical Miles" and has major tick marks at 1, 2, 3, 4, 5, and 6. The bottom number line is labeled "Yards" and has major tick marks at 1000, 2000, 4000, 6000, 8000, and 10000. Both lines have smaller, unlabeled tick marks between the major ones.

698	162.500 MHz
94	162.400 MHz
59	162.550 MHz



-Joins page 11



Average Levels (1995-2004)  
Extreme Levels (period of record)

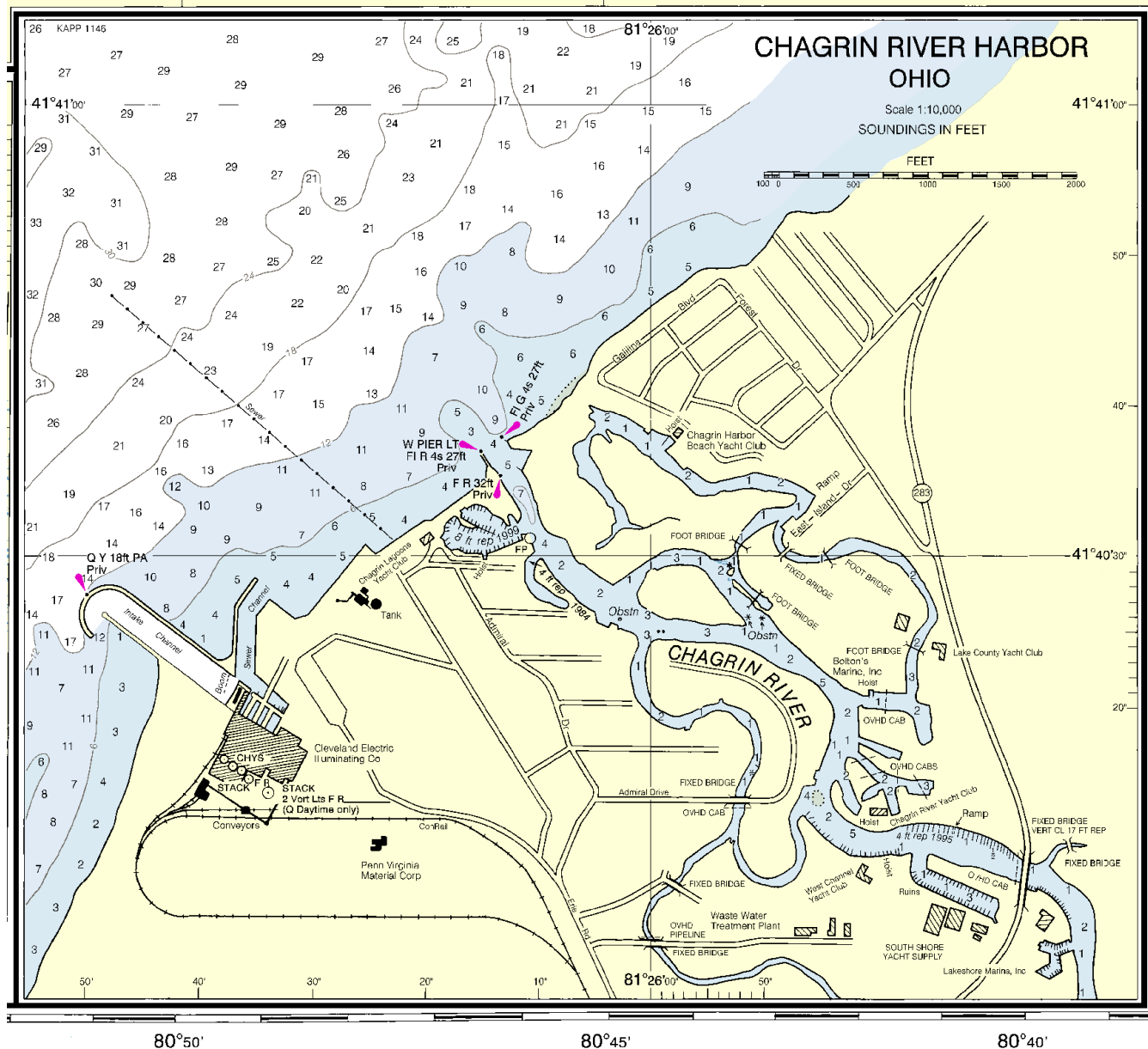
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE D

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

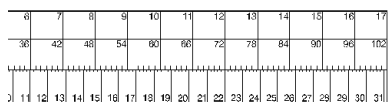


41°  
45'

41°  
40'

ED. NO. 25

NSN 7642014010572  
GSA REFERENCE NO. 14XCO14825



Ashtabula to Chagrin River  
SOUNDINGS IN FEET - SCALE 1:80,000

14825  
LORAN-C OVERPRINTED

15



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 216-902-6117

**Coast Guard Search & Rescue** – 716-843-9527

**Coast Guard Search & Rescue** – 313-568-9525

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or 613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENC<sup>®</sup>s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC<sup>®</sup>s comply with standards of the International Hydrographic Organization. ENC<sup>®</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNC<sup>™</sup>s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC<sup>™</sup>s comply with standards of the International Hydrographic Organization. RNC<sup>™</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).